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CENTRAL INTELLIGENCE AGENCY

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1. The Port. The Varna port is undergoing changes. It has several railway tracks which cover the northern dock. The trackage is located behind the freight storage houses and extends to the eastern dock as far as the end of the pier where the ships are anchored. The freight storage houses are all located along the northern wharf, which is in the process of being extended in order to enlarge the port. The port is being extended for several hundred meters west as far as the ship building yard pier. This wharf has four mobile cranes on tracks. On the same tracks, another mobile crane is planned having a maximum tonnage of 30 tons. This crane has not yet been delivered and is in the process of being tested. Hydrants are located along the wharf at 50 foot intervals. The water is excellent and can be used for both drinking and domestic purposes. Opposite the freight house wharves is the southern pier which is used to anchor the fishing boats at one end. On the other end there were 18 navy patrol (anti-submarine) boats anchored. The entire western section of the port is in the process of being changed. A basin for cruisers is being excavated. North of the cruiser basin are small slips for small boats. On the eastern side is a pier for anchoring ships which are being repaired. On the northern angle of this pier is an old slip for a shipyard which is no longer in use. The new slips are now in the southern section of the cruiser area. The slips are set up in such a way as to enable the ships to be launched laterally. On the new slips three oil tankers about 70 meters long and of about one thousand tons each are being constructed. As soon as they are hulled, these ships will be launched and anchored on the western wharf of the shipyard, where the shipping offices are located.
2. Shipyard. The naval shipyards are equipped to construct ships not larger than 1,000 tons and to construct railroad locomotives. To date there has been built one small 850 ton boat and a number of small boats of about 300 tons which do freight and passenger service between Varna, Cape Kaliakra, and Burgas. The largest production consists of small steam locomotives which are sent to Russia.
3. Port Traffic. Port traffic has been very much reduced. Traffic consists of locomotives and railway material shipments for Russia, machinery shipments for the Varna shipyards from Russia, and cattle shipments

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4. Derno Lake and Canal. Directly south of the southern pier is a canal going into Lake Derno. A small pier where combustible products are loaded is situated at the entrance of this canal and consists of a small wooden gangplank in very poor condition, about two and a half meters wide and about fifty meters long. On the right and left of the front of the gangplank are two iron pillars (about one square meter) in a horizontal position. The pillars are used to anchor the oil tankers. At about one hundred meters from the end of the gangplank, on the western side, is an iron tank with a capacity of about one thousand tons and three iron tanks of about five thousand tons capacity. The tanks are covered with cement. These tanks are connected to the gangplank. About a month ago a short circuit caused a fire which resulted in considerable damage to the oil loading platform. The platform has not been repaired.
5. The Navy Command is located on the northern bank of the canal. It consists of several military buildings. On the northern bank is a small shipyard where building materials are made for the construction of the new port. At about five hundred meters from the mouth of the canal, in the lake, is an iron drawbridge that can be drawn up on the northern bank to admit passage of ships. Railway tracks are bridged here. The canal has a minimum depth of about four meters. The entire zone is off-limits to civilian traffic. The shipyards are in the process of being enlarged, and there are large office buildings under construction at present. The plan to construct a military port in the lake was temporarily postponed because all efforts are now being concentrated on the enlargement of the Varna port and on the completion of the riggings of the two shipyards.
6. North of the mouth of the canal is a small bay where is moored a floating dock for ships of about two thousand tons. On the southern bank, at the mouth of the canal, are railway cars loading coal by means of wooden carts. These lighters are then anchored in the Varna port and conveyed to four or five Russian ports.
7. Railway Station. The railway station and the slips for sorting out freight are located between Varna harbor and the city. They extend westerly for about one kilometer as far as to a small swampy lake which empties into Derno Lake. New tracks are being set up, and these will connect the slips to the piers of the port, to the banks of the canal, and to both shipyards.
8. Population. The small town of Varna, which seemed to be flourishing before the war, is now in extremely poor condition. The houses are in a bad state, the population appears undernourished and poorly dressed, the stores have very little merchandise and it is of the poorest quality. Market prices are slightly lower than Italian prices, but since every family is issued ration coupons solely for those members of the family that work, (even small children are without coupons) and black market prices are about six times higher than the rationed goods, the families in which there are members who do not work are in very bad shape. Under these conditions there is a widespread feeling of disillusion and malcontent, which many people, contrary to the practice in Russia, do not hesitate to show. The most characteristic phenomenon that such bad living conditions have produced is the drop in the number of births and the almost complete disappearance of marriages. Along streets numerous posters are displayed calling on young people to contract matrimony.

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9. Control Exercised by Soviet Personnel. In all the harbor and shipyard offices there are officers of the Soviet armed forces who go under the cover as liaison officers or civilian delegates.



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